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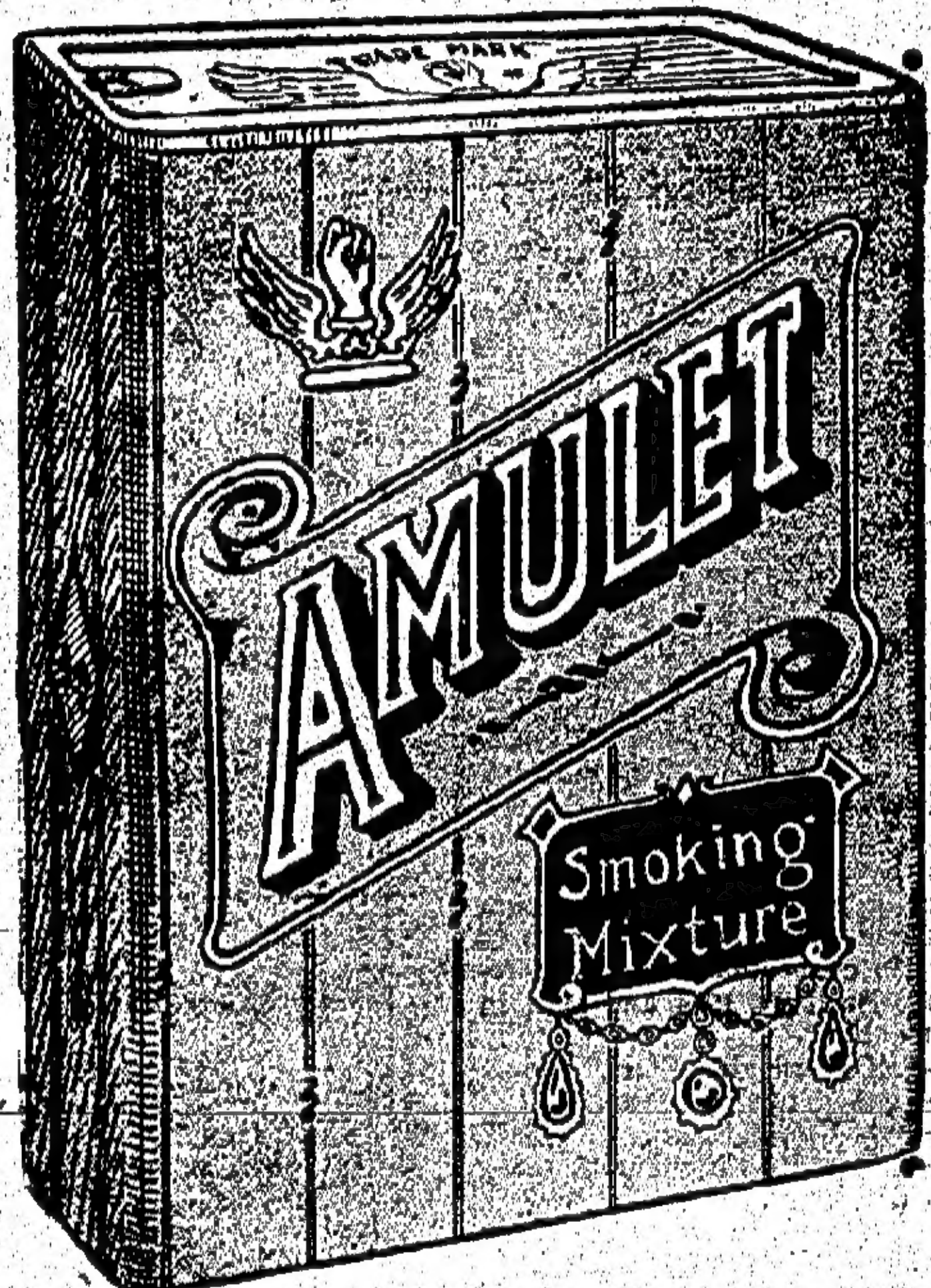
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[29-6]

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Hongkong, 11th May, 1916.

[636]

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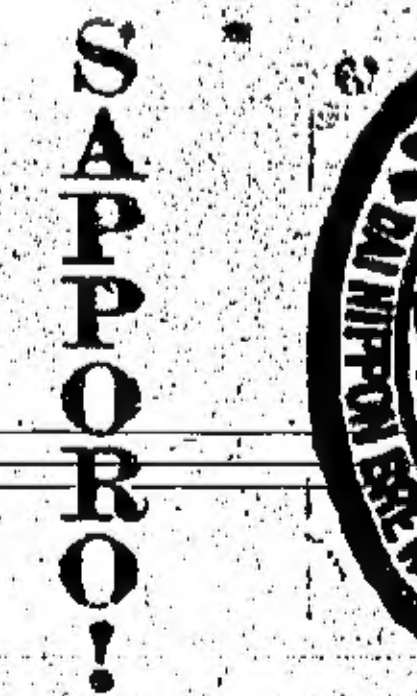
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[108]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

AMERICA'S SHIPPING PROBLEM

American papers report some interesting proceedings of the House Committee on Merchant Marine, to which the Government's shipbuilding scheme has been referred. The United States have long been anxious to have a strong mercantile marine of their own, and the present war has made that object seem more desirable than ever. The circumstances are favourable for shipping in great demand and likely to remain well employed for a few years even after the restoration of peace has brought the German tonnage into use again. It does not appear, however, that the country will accept the absolutely indispensable condition of cheapness, both in construction and in working. The Government has brought in a bill which would authorise it to build 80 ships and work them. So influential a body as the New York Chamber of Commerce, however, opposes this, and puts forward a bill of its own, which relies upon private enterprise, but with a Government subsidy to back it.

Both schemes seem to us to be futile. If the Government runs only 50 steamers they will make very little difference to the shipping of other countries, but they will probably set a standard of expenditure which will make the competition of privately owned American vessels more difficult than ever. Mr. Irving T. Bush puts the case thus: He as a shipper would object to the Government depriving him of ships "by running private enterprises, but with a Government subsidy to back it." That seems to us a fatal objection. As for Government subsidies, a Boston witness told the Committee he had found that a large number of business men are violently opposed to them, and object to the proposal to put two Cabinet officers on the Shipping Board, because it would tend to make the Board political, and the representatives of the Cabinet, moreover, would not have time to attend to the business. He would probably have been right if he had gone a little farther than this, and said the tendency would have been to make appointments to the ships political, and thus destroy what chance there was of a commercial success being achieved. We notice that a representative of the O. W. Morse Steamship Company offered to lease the Government ships and give the Government a clear 8 per cent. upon their investment. But in that case how much benefit could the American people expect to get out of the scheme? — *Exchange*.

DUTCH MERCHANT FLEET.

NO MORE SALES TO FOREIGN OWNERS.

The Minister for Agriculture, Industry and Commerce at The Hague has sent in his memorandum of reply regarding the bill to ensure the maintenance of a sufficient number of merchant ships for the Netherlands by preventing sales abroad.

The Minister states that up to August, 1915, there was no cause for anxiety in regard to the Dutch mercantile fleet. True, since August, 1914, the number of ships over 400 tons gross had fallen off from 325 to 318, but the tonnage had increased from 1,108,000 to 1,147,000. Since August, 1915, there has been an unfavourable change. Between August 24, 1915, and January 10, 1916, our mercantile fleet was reduced by 31 ships of over 400 tons, aggregating 104,000 tons, and increased by 13 ships with a tonnage of 38,000 tons. This leaves an adverse balance of 19 ships and 66,000 tons. Considering that the demand for Dutch ships has lately been on the increase and that the ships mentioned here neither include those that have already been bought but not delivered, nor the tugs and trawlers, of which a considerable number have also been sold, it will be clear that there is, indeed, good reason to take adequate measures intended to tighten up the law and to prevent the loss of ships already sold to foreign owners but not yet delivered.

TWO SHIPPING LINES' PROFITS.

WAR BENEFITS.

Two more shipping companies show how largely they have benefited by the war. The Gulf line of Greenock, with a capital of £250,000, has made a trading profit of £208,337 and a net profit after paying for repairs of £169,093. These figures compare with a trading profit in 1914 of £22,128 and a net profit of £29,426, and in 1913, a net profit of £65,014. For each of the last two years there was a dividend of 5 per cent., but for three years before that nothing was paid. Now it is proposed to pay 20 per cent., put £50,000 (the equivalent of 20 per cent. more) to the reserve, and increase the balance forward from £2,000 or £3,000 to £28,986, including the sum required for the excess profits duty.

The Neptune Steam Navigation Company, which, like the allied concern of Furness, Withy & Co., has transferred its headquarters from the east coast to Liverpool, increased its profit in 1915 from £73,310 to £146,718. In this case, however, it is not proposed to raise the dividend of 20 per cent. free of tax, which was paid for each of the last two years, the directors preferring to increase the balance forward from £23,914 to £92,335 (the latter sum including provision for the excess profits duty), and allow £50,000 instead of £40,000 for depreciation, the fleet having been increased by two vessels during the year, and it may be added by a third last month. For contrast, the shareholders will recall that the company's capital was written down by nearly one-half in 1905, and that the ordinary dividend for the next six years only aggregated 12 per cent. For the last four years, however, the aggregate will be 60 per cent.

A VALHALLA OF BRITISH HEROISM.

A TALK TO BRITISH WOMEN.

(BY TWELVE BREX.)

On a radiant day before the war a motoring party halted on the top of Richmond Hill to enjoy the wonderful view.

"What a site," said one of the party, "for a new hotel. All that is wanted is a syndicate with courage and imagination enough to call the housebreakers in and sweep away that depressing Victorian edifice from garret to cellar and then build a light and airy palace, with broad windows to the river view, a great loggia opening to the terrace garden, wide balconies to every floor—all London would flock again to the Star and Garter."

But the woman of the party said: "It's the loveliest site in England and it ought to be dedicated to some lovely use. Whenever I look on this view I remember a fairy tale of a country that had a view like this and whose people decreed that no private or commercial ownership should claim that fair site. So they built a beautiful house on the hill, and furnished it with their best craftsmanship; and then they dedicated it as a free home for ever for the noblest of their nation. That's my dream of what ought to be done with the Star and Garter."

The dream is coming true. The wonderful site has been given and dedicated; the housebreakers have razed the gloomy architecture of the decayed hotel; the beautiful house has been designed and its architect's drawings are finished. It will have broad windows to the most soothing and gracious view in England; it will have the wide balconies to every floor. It already has its staff of devoted helpers engaged, people chosen for their efficiency, cheerfulness, and tenderness; and, so soon as it is built, it will be flung open, as a home, a haven, and a place of peace to the best and noblest of the sons of Britain, the men we owe a debt of tenderness, pity, and love that passes words, the soldiers and sailors who have been totally disabled by their wounds in battle. One thing only is wanted to make the dream a reality, the sum of £50,000 for the new building and the endowment fund.

For the purposes of this hospital for permanently disabled soldiers and sailors the site and the old building of the Star and Garter Hotel have been presented to the Queen by the munificence of the Auctioneers and Estate Agents' Institute. Her Majesty has handed over the gift to the British Red Cross Society, who have undertaken to equip and maintain the hospital. The actual cost of the new building is to be raised by public subscriptions. A charming inspiration has decided that the main part of this desired fund of £50,000—nearer in its purpose than any other war fund—shall come as far as possible from British women.

People who remember the Star and Garter Hotel may ask why it was necessary to pull it down and why it could not have been adapted. The answer lies in seven sentences. The basement was dark and badly ventilated. Fireproof floors would have had to be put in on five levels. Balconies on each floor for the patients' beds and chairs would cost thousands of pounds. The arrangement of rooms was inconvenient. The roof was defective. There were no lifts. The cost of altering the old building would have been more than the cost of a new building.

Thus it was decided to rebuild. Much of the material of the old building will be available for the new; the architect, Mr. Gilbert Scott, has prepared his fine plan without fee; the builders have undertaken to build at a charge of only 10 per cent. over actual cost. The present annex, with its great ball-room (an ideal hospital ward) will be retained. Another question may be asked. The disabled men receive pensions of 25s. weekly. Why not allow them to go home to their cottages and kith and kin? Again the answer lies in seven sentences. All helpless people have a haunting dread of fire. Should fire occur in this projected hospital its patients can be wheeled into the open street inside of seven minutes. Two nurses would be wanted for each man in his private home. Special water beds of expensive make are imperative. Special male attendants are needed. Special appliances of all sorts are indispensable. Constant companionship is indispensable also to a helpless man; there is no spiritual support to him like the courage and example of disabled fellow-sufferers.

There are heights of tragedy, gulfs of pity, that—writing this after a visit to the sixty-five men already installed on Richmond Hill—I might essay to depict. Still I would have to leave heights unmeasured, depths unsounded, and grievous things half-expressed. But I am writing to women—and every woman has swift perceptions to understand the hints I can only give here of the plight of these heroes.

All these paralysed men have been shot through the spine, with the exception of one, a sailor, whose back was broken by a torpedo explosion on board his ship. The first man I saw when Sir Frederick Treves took me into the ward on Richmond Hill was that young sailor, with the tan of the sea still on his handsome face and the quelling glance of the seaman in the bright alert eyes of the rover who will rove no more. But all of these heroes are young. For us at home they offered youth and life. They must live here and never move. Their souls still burn with youth's adventures, desires, and delights. Their bodies and muscles are frozen.

But if there is one place where we can give them comfort and balm it is here at Richmond. Comfort and balm within themselves they indeed possess, and some of the almost intolerable pang you feel when you behold them is lifted at remembrance of it. An ever-abiding comfort shines like a halo above each of those pillows. "I offered my uttermost, to life (Continued on next column.)"

THE 9TH SUSSEX.

A MINE EPISODE.

Regimental Sergeant-Major—, who is serving on the Western front, but not in a Sussex battalion, has written to a letter in which he says:—

"The 9th Sussex have had a pretty rough time of it. You see ours and the Sussex have been relieving each other in the same trenches periodically. Well, one turn, when the Sussex relieved us, we had been having the usual spell, with the usual casualties, some days two or three, and some days none, and so on; but the very night the 9th Sussex relieved us the Germans started a big 'strafe,' and kept it up for four days. When we went back it was 'business as usual.' The 9th Sussex had quite a heavy casualty list; but there is one thing I must tell you about them. They did a grand piece of work, which made us all proud of them and proud to have them in our brigade."

One night the Germans suddenly sprang a big mine right on top of their front line trench, and they had men flung all over the place, some killed, some buried, and others temporarily flattened out. After the mine went up, about 60 Germans rushed out. Those of the Sussex who were left spotted them, jumped up, climbed out of the trench and mud, and, with a ringing Sussex cheer, went for them. The Germans turned and fled for their lives without facing a shot, the Sussex got the crater, and that same night 'made good,' put up wire and trenched it, and made that part of the line stronger than it was before."

"What about that for a few of Kitchen's chaps?"

I consider it one of the most marvellous feats of the war. Can you imagine it? Men, taken utterly by surprise like that, and nearly blown to kingdom come, to do such a thing? I guess there will be one or two decorations going among that little lot. Tell anyone who wants to know that they have reason to be proud of the 9th Sussex."

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD NOTICE.

All ranks are required to attend in White Uniform, with Shoulder Pads, helmets and spikes. They need not produce blue uniforms or blue Shoulder Pads. They need not produce any white uniform other than that in which they appear before the Board.

Except as above, every man of whatever rank will produce every single article of equipment which he possesses, whether issued by Government or privately purchased.

MOUNTED PATROLS.

All ranks will report at Stables at 5.30 p.m. sharp on Tuesday, May 16th, and Thursday, May 18th, Uniform, helmets, spikes, and chains or straps down. Absence permitted on medical grounds only.

PROMOTION.

The Hon. C.S.P. has sanctioned the following promotions in the Ambulance Platoon:—

Sergeant Matthew Wong to be Crown Sergeant.

Sergeant Chan Shiu Tong to be Crown Sergeant.

P.C. Wong Tai Kow to be Sergeant.

P.C. Choa Man Chan to be Sergeant.

P.C. Lo Kun Yung to be Sergeant.

P.C. Wong Shu Fan to be Sergeant.

MAXIM GUNNERS.

Will, unless otherwise ordered, parade in uniform with helmets at Central Station at 5.30 p.m. on Tuesday and 1 day of each week.

Musty Sergeant Ford is promoted to the rank of Crown Sergeant.

F. O. JENKIN.

D.S.P. (R.)

itself, and, maimed though I am, I still have life to see in the eyes of my country men their wordless gratitude. For the rest, all that human love and care can give them will be given here. The best surgeons in England will attend to them, the matron of the hospital is the best procurable, the staff the finest that can be got. The generous public vie in love offerings. A piano was asked for—four pianos came; pictures were asked for—seventeen packing-cases of pictures came; flowers were wanted—a market gardener has offered to supply them all the year round; books were desired—1,200 came. In that glorious site they will be wheeled in their beds and chairs to that sunny terrace, and before their eyes will be that view that has comforted the souls of generations of men.

Of hills and dales, and woods and lawns, and spires

And glittering towns, and gilded streams.

They will have concerts, games, and church services, the fellowship of each other, the visits of the noble, the tender, and the lovely of the outer world. Sir Frederick Treves has enthusiastically described this Star and Garter Hospital to me as "the Soldier's Hampton Court." At Hampton Court the aged and honoured of our civilian life are given heaven and home. The Star and Garter Hospital will be something more than that; it will be the Valhalla of British heroism. In Valhalla rested the gods—and gods never fought and suffered more than these mortal men.

Two thousand pounds will endow a bed for all time. Eighty pounds will maintain a room for a year. Those who endow a room with £2,000 can have it named as they like, nominate its patient, and the nomination will descend to their heirs for ever. Even a gift of a sovereign will have its eternal share in that building. The offices of the fund are at 21, Old Bond Street, London, and the hon. treasurers are Lady Cowdray and Miss Fellowes Robinson.

[This may suggest an idea to the War Charities Committee of Hongkong.—Ed. H.D.P.]

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—Engineer C.—Detail of duties at Lynton from 16th to 21st inst. have been posted on notice-board at Headquarters.

2.—No. 1545 Pte. Leigh Bennett is granted one year's leave of absence from the Colony with effect from 18th instant.

No. 1672 Pte. H. Bates is granted one year's leave of absence from the Colony with effect from the 8th inst. No. 1513 Pte. Robinson is granted leave of absence from the Colony from 16th inst. to 15th June, 1916.

PARADES.

3.—Parades for to-day.

7 a.m.—Signalling Section "A" and "B" Classes at Headquarters.

Parades for next week:—

Monday, 15th instant:—

7 to 8 a.m.—Signalling Section "C" Class at Headquarters.

6 p.m.—Scouts Co., No. 4 Section: Squad Drill and Skirmishing at Headquarters.

Tuesday, 16th instant:—

5.15 p.m.—Right Section M.G. Co.: Musketry exercises at Headquarters. Recruits of all units.

Squad drill at Headquarters under Sgt. Major Highy. Stretcher Bearers Section: Instruction at Headquarters.

5.30 p.m.—Signalling Section "A," "B" and "C" Classes at Headquarters. Mounted Section H.K.V.C. drill on Polo Ground under Staff Sgt. Talbot.

Wednesday, 17th instant:—

7 a.m.—Signalling Section "C" Class at Headquarters.

5.15 p.m.—Civil Service Co. at Headquarters.

6 p.m.—Scouts Co., No. 1 Section: Squad Drill and Skirmishing at Headquarters.

Thursday, 18th instant:—

5.30 p.m.—Recruits of all units (except Right Section M.G. Co.): Squad Drill at Headquarters under Sgt. Major Highy. Signalling Section "A," "B" and "C" Classes at Headquarters. Mounted Section H.K.V.C. drill on Polo Ground under Staff Sgt. Talbot.

0 p.m.—Scouts Co., No. 2 Section: Squad Drill and Skirmishing at Headquarters.

Friday, 19th instant:—

5.30 p.m.—Defaulter's Drill at Headquarters under Co. Sgt. Major Wicheell. Recruits of Right Section M.G. Co.: Squad Drill at Headquarters. Artillery Battery Gun Drill at Gun Club Hill. Sgt. Bradley will attend H.K. members will parade at 5 p.m., Star Ferry Wharf, Hongkong, and proceed to Gun Club Hill by 5.05 p.m. ferry.

6 p.m.—Scouts Co., No. 3 Section: Squad Drill and Skirmishing at Headquarters.

Saturday, 20th instant:—

7 a.m.—Signalling Section "A" and "B" Classes at Headquarters.

DETAIL.

4.—On duty to-night—Left Section M.G. Co.

Next for duty—Right Section M.G. Co.

Orderly Officer till 18th inst.—Lieut. Weall.

A. F. CHURCHILL, Capt., Adjutant H.K.V.C.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C. H.K.V.R.

DETAIL.

On duty till the morning of Friday, 19th inst.—H.K.V.C.

Next for duty—"B" Co., H.K.V.R.

Orderly Officer—Lieut. Blason.

PARADES FOR THE WEEK ENDING 26TH INST.

Monday, 15th instant:—

Recruits on the Cricket Ground under Drill Instructor Sgt. Oxberry at 5.15 p.m. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. Uniform to be worn.

Machine-Gun Section at Wellington Barracks under Instructor Sgt. Bowles at 5.30 p.m. Dress: Drill order.

N.C.O. class of instruction on the Cricket Ground at 6 p.m. Dress: Clean fatigues. Officers will attend.

Tuesday, 16th instant:—

"A" Co. on the road outside the Law Courts at 5.15 p.m. Dress: Drill order.

Mounted Section on the Polo Ground at 5.30 p.m. under Instructor Staff Sergeant Talbot. Uniform to be worn.

Wednesday, 17th instant:—

Recruits on the Cricket Ground under Drill Instructor Sgt. Oxberry at 5.15 p.m. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. Uniform to be worn.

N.C.O. class of instruction on the Cricket Ground at 6 p.m. Dress: Clean fatigues. Officers will attend.

Thursday, 18th instant:—

Machine-Gun Section at Wellington Barracks under Instructor Sgt. Bowles at 5.30 p.m. Dress: Drill order.

Recruits on the Cricket Ground under Drill Instructor Sgt. Oxberry at 5.15 p.m. Dress: Drill order.

Mounted Section on the Polo Ground at 5.30 p.m. under Instructor Staff Sgt. Talbot. Uniform to be worn.

Friday, 19th instant:—

"B" Co. Kowloon Dock and Taikeo Sections on the Polo Ground at 5.30 p.m. Remainder on the road outside the Law Courts at 5.15 p.m. Dress: Drill order.

Signalling Section at Volunteer Headquarters at 5.15 p.m. Uniform to be worn.

Saturday, 20th instant, nil.

REVERSION.

Le. Cpl. S. Kelly reverts to the ranks at his own request.

G. K. H. BRUTON, Capt., Adjutant H.K.V.C.

NEW ADVERTISEMENTS

BOARD AND RESIDENCE.

Large House: convenient situation, good outlook. Comfortable Rooms, excellent cuisine. Moderate terms. Apply—Care of "Daily Press" Office. Hongkong, 13th May, 1916. [699]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. P. HAY will perform the duties of the General Manager and Sign per Procuration. By Order of the Board of Directors, P. H. HOLYOAK, Chairman. Hongkong, 12th May, 1916. [693]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, the 30th May, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916. The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 28th instant, both days inclusive. PEAK TRAMWAYS COMPANY, LTD., JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 12th May, 1916. [694]

GREAT SUCCESS!

THEATRE ROYAL.

HONGKONG.

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A COMPLETE CHANGE OF PROGRAMME.

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Booking at MOUTRIE'S.

PRICES AS USUAL.

Hongkong, 12th May, 1916. [634]

ST. JOHN'S CATHEDRAL ORGAN RECITAL

MONDAY, MAY 15TH.

AT 5.30 P.M.

Vocalist:

Miss W. B. WALKER.

Hongkong, 11th May, 1916. [637]

CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE.

FROM this date and during the Absence of the Undersigned from the Colony, Mr. C. H. P. HAY will perform the duties of the General Manager of the Company and Sign per Procuration. By Order of the Board of Directors, C. MONTAGUE EDE, General Manager. Hongkong, 6th May, 1916. [674]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale to be held on MONDAY, the 15th day of May, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Shekwan Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Regd. No.	Locality	Run by	Area	Containing	Value
1	214	Shekwan Road	Run by	1.5	1.5	1.5
2	215	Shekwan Road	Run by	1.5	1.5	1.5
3	216	Shekwan Road	Run by	1.5	1.5	1.5
4	217	Shekwan Road	Run by	1.5	1.5	1.5
5	218	Shekwan Road	Run by	1.5	1.5	1.5
6	219	Shekwan Road	Run by	1.5	1.5	1.5
7	220	Shekwan Road	Run by	1.5	1.5	1.5
8	221	Shekwan Road	Run by	1.5	1.5	1.5
9	222	Shekwan Road	Run by	1.5	1.5	1.5
10	223	Shekwan Road	Run by	1.5	1.5	1.5

Hongkong, 6th May, 1916. [670]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents. Hongkong, 1st May, 1916. [649]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive. THE CHINA-BORNEO CO., LTD., W. G. DARBY, General Manager. Hongkong, 4th May, 1916. [658]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of NATHANIEL JOSEPH EDE, late of "OAKHURST," NETLEY ABBEY, in the County of Hants, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 13th day of May, 1916.

Creditors and Claimants are hereby required to send their Claims to A. SHEWAN TOMES & Co., No. 5, Queen's Road Central, Hongkong, the Administrator of the above Estate, by the above date.

Dated the 1st day of May, 1916. HASTINGS & HASTINGS, Solicitors for the Administrator, 8, Des Vaux Road Central, Hongkong. [650]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

IN THE MATTER OF THE CHINA & MANILA STEAMSHIP CO., LTD. (In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1914 that the FINAL WINDING-UP MEETING of the above-named Company will be held at the Office of the Liquidators, St. George's Buildings, Chater Road, in the Colony of Hongkong, on MONDAY, the 22nd May, 1916, at Noon for the purpose of having the account of the Liquidators showing the manner in which the winding-up has been conducted and the Property of the Company disposed of, laid before such Meeting and hearing any explanation that may be given by the Liquidators.

Dated 20th April, 1916. SHEWAN, TOMES & Co., Liquidators. [602]

NOTICE OF REMOVAL.

ON and after MONDAY, 8th May, 1916, the Offices of THE CHINA FIRE INSURANCE CO., LTD., will be REMOVED to the Offices of THE UNION INSURANCE SOCIETY OF CANCER, LTD., 3, QUEEN'S BUILDINGS, Chater Road.

C. PEMBERTON, Secretary. Hongkong, 8th May, 1916. [642]

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the Price of Current for Lighting and Fans will be Reduced to 20 cents per unit. Discounts will remain as before. GIBB, LIVINGSTON & Co., Agents. Hongkong, 1st May, 1916. [643]

WANTED.

AN ASSISTANT ENGLISH TEACHER for DIODESAS BOYS' SCHOOL. Apply to—THE HEADMASTER. Hongkong, 10th May, 1916. [684]

WANTED.

AN experienced ASSISTANT for a Mercantile Firm (Chinese preferred). Qualifications necessary: Good English education, knowledge of shorthand, Typewriting and Book-keeping. Good salary and permanent prospects for a competent steady man. Apply in own handwriting to—"COMMERCE," Care of "Daily Press" Office. Hongkong, 9th May, 1916. [681]

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Pariah, Wanhsai, for six months. Electric Light and Telephone installed. Apply—D. V. STRAVENSON, Care of DEACON, LOCKER, DEACON & HARBSTON. [491]

HOUSES TO LET

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In the House Street). Apply to—WILKINSON & GRIST. [691]

TO LET.

SHAMEEN, CANTON. COMMODIOUS OFFICES and Residential Quarters in Modern Building. Immediate occupation. Apply—BRITISH-AMERICAN TOBACCO Co., Ltd., Hongkong or Canton. [689]

TO LET—FURNISHED.

FOREBANK WEST MAGAZINE GAP. Peak for four months from Middle of May. Apply—F. M. CRAWFORD, Care of LANE, CRAWFORD & Co. [678]

TO LET.

TWO LARGE FURNISHED ROOMS arranged as Flat with Bathroom, Verandah and every convenience. Can be let separately if desired and board could be arranged. Apply—"HARBOR VIEW," Care of "Daily Press" Office. [679]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. Apply to—CHINA FIRE INSURANCE Co., Ltd. [622]

TO LET.

A HOUSE in Observatory Villa with Tennis Court. Apply to—ARRATON V. APCAR & Co., 14, Des Vaux Road. [619]

TO LET.

OFFICES in Second Floor, QUEEN'S BUILDINGS. Reasonable rent. Apply to—THE UNION TRADING Co., 5, Queen's Buildings. [674]

TO LET.

OFFICES in Princes' Building. Apply to—SHEWAN, TOMES & Co., Liquidators, REUTER, BRUCKMANN & Co. [672]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, etc. Vacant 1st November. Apply—DEACON, LOCKER, DEACON & HARBSTON. [60]

TO LET.

A SMALL GODOWN in PRINCES' BUILDING. For particulars etc., apply—THE HONGKONG CENTRAL ESTATE, LTD. [685]

TO LET.

NO. 4, DES VEAUX ROAD CENTRAL, First Floor. THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc. No. 14, SHAMKIN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate. Apply to—DAVID SASOON & Co., Ltd. [615]

TO LET.

A HOUSE in Kowloon. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [37]

TO LET.

From 1st May. OFFICES, 2nd Floor, St. George's Buildings. Apply to—SHEWAN, TOMES & Co. [618]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon. THREE-ROOMED FLATS in Shamshing's Buildings, Kowloon. FOUR-ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. [693]

TO LET.

OFFICES at 9, Connaught Road. OFFICES in King's Buildings. HOUSE in CLIFTON GARDENS, Conduit Road. No. 1, HILLSIDE, THE PEAK. GODOWNS, at Wanhsai. Nos. 1 and 2, WEST END TERRACE, CANTON. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [32]

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The Daily Press.

HONGKONG, 13TH MAY, 1916.

DEVELOPMENTS IN HONGKONG.

Among the many surprises of the war, that provided by the trade statistics is among the greatest. With the utmost sincerity Mr. NORMAN ANGELL and his followers demonstrated to the public that it would be impossible to continue hostilities in Europe more than a few weeks. This opinion, it is only fair to add, was held by many military as well as financial experts. On the outbreak of war some of the most experienced military men then stationed in this Colony stated definitely that fighting could not continue for six months. There were few, if any, local business men who would have regarded the commercial outlook in Hongkong with anything less than consternation had they known that after twenty-one months of warfare the end would not be in sight. It is the old story of the very great difference between theory and practice. The commercial system of the British Empire proved to be enormously stronger than anyone thought possible. We might compare it to the strength of the floor of a building, which architects might have agreed would not be safe for more than a certain weight of stores, forgetting the possibility of reinforcement. In like manner the political economists did not realize that the credit of Great Britain and the Allies could be reinforced in the manner which is now history. It is no secret that the war has actually brought prosperity to the Colony of Hongkong.

Some business men have suffered, prominent amongst them must be counted those who own newspapers. But others, especially those interested in shipping, have prospered exceedingly. The local shipyards are building vessels which are larger and much more valuable than the most sanguine managers anticipated two years ago. Owing to the remarkable conditions prevailing in Great Britain, the supply of ships is not equal to the

demand, and it appears unlikely that conditions will change for, at any rate, four or five years after the war. If the local yards could obtain in China the raw material for the building of ships, there would be no limit to their activities. They are well-equipped with the most modern machinery and, whatever else may be in doubt about the Chinese, no one can accuse them of being bad workmen. One of the most recent signs of the up-to-date policy of the Kowloon yard has been the arrangement to take electric power from the local supply company. It must be remembered, in these times of shipyard prosperity, that only three or four years ago the prophets of evil easily obtained an audience. People are to be met even now who think that Hongkong has reached the zenith of its prosperity. That is not our own belief. As China develops, the importance of the Colony as an entrepot of trade must increase. Nor is there any reason why industries should not be established in the New Territory. A great deal of pessimism was caused by the great failure of the enterprise known as Rennie's Mills. It is, perhaps, only too easy now to say that the scheme was doomed, but anyone who knows the full story of the enterprise must regard it as an example of how to court disaster. No business enterprise can be expected to succeed unless the fundamental facts are known to the promoters. If experiments must be made it is merely stating the obvious to point out that they should be made on a small scale. Against that one failure, we can set numerous successes, including the long era of prosperity of the Dock Company. It is true that, for a time, the clouds hung overhead, but the causes are well-known, and if we review its history we find that the enterprise has been most profitable to its shareholders as well as very beneficial to the Colony. There are opportunities to-day for new ventures to commence, perhaps, in a small way and grow into large concerns. For example, sugar is made in the Colony, fruit is fairly abundant, and there is no apparent reason why experiments should not be made in connection with jam-making. It is almost certain that if the sugar factories were not already established people would declare it impossible to do that which is actually being done. Changes, it must be remembered, take place rapidly in these days. Probably very few people fifty years ago would have ventured to foretell the state of development to which Hongkong and Shanghai have attained. The northern port has been more successful in certain industrial ventures than our own Colony, but that need not discourage us. London became a great port before it grew to rank as a large manufacturing centre. To-day the variety of the industries of London is amazing. It is, perhaps, dangerous to attempt to prophesy in these unsettled times, but there seems every reason for confidence in the future prosperity of Hongkong. Though competition for business in the Far East is keener than ever and is likely to increase, the rewards of success, also, are greater to-day than ever before.

A verdict of death from natural causes was returned by the jury at an inquest on the body of a Chinese prisoner at the Gaol, who died from cerebral thrombosis. The man was convicted of house-breaking in June, 1911, and sent to prison for seven years. The inquiry was before the Coroner (Mr. F. A. Hazeland) and Messrs. F. W. White, F. S. Ford, and B. M. Cormack (Jury).

At the public auction sale on the 9th inst. of a small quantity of "Three Castles" Cigarettes in patent tins of fifty, the sum of \$339.90 was realised in excess of the usual wholesale price. A cheque for this amount has accordingly been sent by the British-American Tobacco Company, Limited, to Mr. W. A. Dowley, treasurer of the Hongkong Cigarette and Tobacco Fund. Mr. H. A. Lammett gave his services as auctioneer gratuitously.

The death of Mr. Samuel Gillilan, of Messrs. Adamson, Gillilan & Co., was announced by cable from London on the 9th inst. (says the *Strait Times*). The deceased came to Singapore in 1857 and was appointed manager of the Borneo Co. at Bangkok, and in 1869 he was managing the business in Singapore. In 1862, along with Mr. A. T. Carmichael, of the Chartered Bank, he started the movement for the Saturday half-holiday, and the following year figured on a committee which started the Tanjong Pagar Dock Company with a capital of \$125,000. In 1865 he was on a committee which established the Singapore Insurance Company, Ltd., and two years later he became a partner in the firm of Gillilan, Wood & Co., which was started in 1867.

THE TONG SHUN CASE.

APPEAL DISMISSED.

Judgment was given yesterday in the appeal against the decision of the Chief Justice, setting aside a mortgage from one Tong Shun to the appellants (defendants). The Appeal Court was composed of Sir Haviland de Saumarez (H.B.M. Chief Judge in China), and Mr. Justice Gompertz.

The appeal was on the law and on matters of mixed law and fact. There was no dispute on the main facts so far as the oral evidence—which was very little—was concerned; but the appellants said that the Chief Justice made a mistake in the law. He had gone wrong in this case in law and had arrived at wrong deductions on points called in the case "mixed fact and law." The facts of the case, as outlined in the Chief Justice's judgment were, in brief, that in 1909 plaintiff decided to invest money in landed property in Hongkong, and with this object remitted the sum of \$58,000 to a classman of his described in the action as his nephew, though this was not the correct description of his relationship as far as English genealogy was concerned. The classman purchased in September of that year a certain property in Bouham Strand. He executed the assignment in the name Tong Shun, and made no mention of the fact to the vendors or their representatives whether he was acting as principal or agent. The nephew himself also went under the name Tong Shun, and on subsequent dates executed certain mortgages on the property, also in the name Tong Shun, which were apparently paid off and reassignment taken. On December 11th he executed a mortgage in favour of the defendants to secure the sum of \$12,000, and he again signed in the name Tong Shun. The mortgagees held that Tong Shun was not the plaintiff at all, but that Tong Shun the nephew was. The uncle, who had lived in America for many years, and sent the money from that country, had no knowledge of the latter mortgage until the spring of 1914, and the action was brought by him to set it aside. His lordship, in his judgment, found that the Tong Shun, the grantee named in the deed, was the plaintiff, and not the nephew.

The judgment of Sir Haviland de Saumarez, which was read by Mr. H. A. Nisbet (Registrar) dealt exclusively with law and concluded—"I come to the conclusion that the appeal must be allowed, but as this opinion differs from that of the Puisne Judge the judgment of the Court below must stand."

Mr. Justice Gompertz delivered a very lengthy judgment, and held that the appeal should be dismissed, with no costs of the appeal.

Mr. G. C. Alabaster, who appeared for Mr. E. H. Sharp, K.C., representing the appellant defendant, intimated that the appeal would be referred to the Privy Council.

Mr. Potter, for the defendant, opposed the application for a stay, and also raised the question of costs.

It was agreed to discuss these points in Chambers.

It may be of interest to note that in an appeal case where the two judges differ, the judgment of the judge which agrees with the original judgment shall be held to be the decision of the Court of Appeal, and the original judgment stands.

TYPHOON WARNING.

The following telegram was received by the American Consulate-General, Hongkong, from the Manila Observatory:—

2 p.m., May 12th. Cyclone or typhoon Pacific Ocean, about halfway between the Mariana Islands and Luzon, moving north. Warning: Depression northern part China Sea, advancing westward.

BRITISH MANUFACTURES.

You are very careful in your purchases to see that, if possible, all your goods are of British manufacture, as besides supporting home industries, you know you are getting the best.

But what about your Cigarettes? Are you as particular about them? WESTMINSTER "SPECIALS" Cigarettes are made by a British Company in London.

They cost \$1.25 for a tin of 50 and are equal to any of the higher priced Egyptian Cigarettes.

"SPECIALS" are now packed in round silver tins, which ensure their arriving in perfect condition. Manufactured by—WESTMINSTER TOBACCO CO., LTD., LONDON. [Adv.] [672]

THE WAR.

FRENCH TACTICS AT VERDUN.

INTERESTING SEQUELS TO IRISH REVOLT.

GERMANY AND "SUSSEX" OUTRAGE.

RUSSIANS NEARING BAGDAD.

ENEMY TRANSPORT SUNK.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

LULL IN GERMAN ACTIVITIES.

PARIS, May 10th.
3.35 p.m.

A communiqué states:—There has been an appreciable slackening in the German activities in the Verdun region. There have been French minor successes elsewhere.

HEIGHTS OF THE MEUSE.

ANOTHER STRONG ENEMY
ATTACK BROKEN.

PARIS, May 11th.
1.29 a.m.

The evening communiqué says:—On the left bank of the Meuse, after a violent bombardment, the Germans strongly attacked in the vicinity of Hill 287, but were completely repulsed, leaving prisoners.

A minor French attack, on the slopes west of Mort Homme, captured a portion of a German trench, with a number of prisoners and two maxims.

HOW GERMAN ATTACKS ARE MET AT VERDUN.

REPEATED EFFORTS SECURE NO TACTICAL ADVANTAGE.

PARIS, May 11th.
1.55 p.m.

A semi-official statement explains the methods adopted by the French in meeting the German attacks at Verdun. It says that under a deluge of large shells the French yield at small parts of the first line, then, as soon as the storm has passed, infantry rush forward and recapture them.

The enemy is incapable of holding the torn up ground, of which his bombardment enables him to effect a precarious occupation, and any attempt at further advance is broken against formidable obstacles.

There is a growing discrepancy between the efficiency of the enemy's heavy artillery and the strength of his infantry. Consequently his repeated attacks bring him no tactical advantage, but only ever-growing losses, as in warfare of this kind the attack inevitably exhausts itself more than the defence.

The enemy's persistency gives no reason for alarm, but rather the reverse.

MINING ACTIVITY.

LONDON, May 11th.

A British communiqué says:—There has been mining activity at Fricourt, Souchez, Bulleux, and Cuinchy, but the situation is unchanged.

There was reciprocal artillery activity at Maricourt, Souchez, Picotin, and St. Elé.

Our artillery bombarded enemy positions at Boiselle, south of Messines.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIANS PURSUING TURKS DOWNHILL.

ENEMY HEADING FOR TIGRIS VALLEY.

PETROGRAD, May 11th.

The Russians have overcome the mountain difficulties, and, advancing downhill, are pursuing the Turks, who are heading for the Tigris Valley. The military authorities, however, anticipate strenuous resistance at the strong fortifications of Khanikin, where the Turks have been heavily reinforced.

[Khanikin is about 95 miles north-east of Bagdad, close to the Persian frontier, on the road to Kermanshah.]

[THROUGH REUTER'S AGENCY.]

PROGRESS OF THE RUSSIANS.

PETROGRAD, May 11th.

A communiqué says:—The Russians have occupied Kasrishin, in the direction of Bagdad, and took the Turkish reserve munitions and provisions. We pursued the enemy and captured three guns.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ENEMY TRANSPORT SUNK.

ROME, May 11th.

A French submarine sank an enemy transport, laden with war material, in the lower Adriatic.

THE LOST "CYMRIC."

ALL RULES OF WARFARE
BROKEN.

LONDON, May 11th.

Survivors from the *Cymric* emphasise that the German submarine commander broke all the rules of warfare, even those Germany herself had laid down. The survivors were left in a rough sea in open boats, almost without prospect of rescue. A very gallant deed was that of the Captain and the wireless operator, who returned to the sinking liner, despatched a message for help, and awaited an answer, being throughout in the utmost danger.

ANOTHER VICTIM TO TORPEDO.

The steamer *Dolphin* has been sunk.

"A DEPLORABLE ACCIDENT," PIRATE THOUGHT "SUSSEX" WAS A WARSHIP.

WASHINGTON, May 10th.

Mr. Gerard has intimated to the Government that a fresh note from Germany is about to be sent which intimates that the Commander of the German submarine which torpedoed the *Sussex* had been punished, and offers reparation.

The German Note regarding the *Sussex* declares that, while the submarine commander acted in the *bona-fide* belief that he was facing a warship when he torpedoed the *Sussex*, nevertheless he formed his judgment too hastily, and did not act in strict accordance with his instructions. Therefore the Note admits frankly that the assurances given the United States were not adhered to in this instance, and expresses sincere regret at the "deplorable accident." It says the commander has been "appropriately punished," and offers an indemnity to the injured Americans.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ARREST OF LIEBKNECHT.

REICHSTAG DECLINES TO
RELEASE HIM.

AMSTERDAM, May 11th.

The Business Committee of the Reichstag declined a Socialist's motion asking for the release of Dr. Liebknecht and the postponement of his trial on a charge of inciting the crowd at the demonstration at Potsdam on the 1st May.

CENTRES OF ENEMY SUPPLY SEIZED.

ROME, May 11th.

The Italians have occupied Marsa Moresa and Marsa Burdi-Sulciman, on the coast of Cyrenaica, on the Egyptian frontier. Both places were centres of supply for hostile submarines and for the despatch of contraband into the interior.

[THROUGH REUTER'S AGENCY.]

THE IRISH REVOLT.

COMMISSION OF ENQUIRY
APPOINTED.

LONDON, May 10th.

In the House of Commons Mr. Asquith announced that the Commission of Inquiry into the outbreak in Ireland would be composed of Lord Hardinge of Penshurst (Chairman), Mr. Justice Shearman, and Sir McKenzie Chalmers. It would inquire into the causes of the outbreak, and the conduct and degree of responsibility of the civil and military authorities.

Mr. Redmond said he regretted that the investigation could not have a wider scope.

ALLEGED HIGH-HANDED ACTION.

AN IRRESPONSIBLE OFFICER'S ACT.

LONDON, May 10th.

In the House of Commons Mr. Asquith referred to the case of the journalist Skellington, who, it was alleged, had been shot at Dublin without trial.

Mr. Asquith said the matter was now being investigated. The officer concerned had been arrested, and would be court-martialled. It was apparently the act of an irresponsible officer.

The Premier added, regarding alleged cases concerning two other journalists at the same time, said that the same procedure would be pursued. He emphasised that the Military Authorities had neither responsibility for nor knowledge of these occurrences.

LORD WIMBORNE RESIGNS.

LONDON, May 10th.

Lord Wimborne (Lord-Lieutenant of Ireland) has resigned.

The Duke of Devonshire, besides Lord Derby, is mentioned as the possible successor to Lord Wimborne. Lord Lieutenant of Ireland.

Mr. H. J. Tennant (now Under-Secretary for War) is the latest nominee for the Irish Secretaryship.

NATIONALIST PARTY'S APPEAL.

LONDON, May 11th.

The Nationalist Party appeals to the people of Ireland to support the Constitutional movement which has accomplished so much for Ireland during the last fifteen years, and warns the people that the alternative is futile revolution and anarchy.

TRIAL OF SIR ROGER CASEMENT.

LONDON, May 11th.

Sir Roger Casement is to stand his trial on Monday.

NEED FOR MORE TONNAGE. SPECIAL FINANCIAL FACILITIES ASKED.

LONDON, May 11th.

Sir Owen Phillips, in a speech, said that British shipping losses owing to submarines had been less than 5 per cent. per annum till the 30th April. He emphasised our urgent need for more, and still more, merchantmen, which, owing to the high prices, could only be secured by an immense outlay of capital. Hence capital needed special facilities in the shape of modified taxation, or otherwise.

WHAT MANCHESTER SAYS TO-DAY.

EXCLUSION OF ENEMIES FROM
TRADE.

LONDON, May 11th.

The Manchester Chamber of Commerce has passed a resolution expressing the necessity of excluding our enemies from trading after the war with the Empire, and the desirability of preferential and reciprocal trading relations between all parts of the Empire, and, as far as possible, with the Allies.

INDIA AND THE PARIS CONFERENCE.

LONDON, May 11th.

In the House of Commons Mr. A. Chamberlain, in reply to Sir J. D. Rees, said that India would not be represented at the Paris Conference.

[THROUGH REUTER'S AGENCY.]

AUSTRALIA'S WAR EXPENDITURE.

A STRIKING ANNOUNCEMENT.

MELBOURNE, May 10th.

The time has arrived when Australia should furnish its own war expenditure, if not to lend money to the Imperial Government. This striking announcement was made by the Hon. Mr. W. G. Higgs, in his Budget. He added that the wealth of Australia was estimated at \$1,000,000,000, and the income at \$200,000,000. Nevertheless, there was urgent need for economy. It was estimated that the receipts for the coming year would be \$60,000,000, the expenditure \$76,000,000. No further export of gold would be allowed during the war. Defence expenditure for the year would be \$70,000,000.

EXPORT-TAX ON TEA.

LONDON, May 11th.

In the House of Commons Mr. Austen Chamberlain said that the new export tax would apply to the unshipped balance of last season's Indian tea crops. He had not thought it necessary to make any representation to Mr. McKenna regarding the imposition of a corresponding import-tax in the United Kingdom on tea from other countries.

CORRESPONDENCE.

COLONIAL REFORMATION.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

SIR, I have just been reading in a London journal an article suggesting that some far-reaching administrative and legal reforms which the writer refers to should be introduced into Great Britain at the termination of the war. After the perusal of this interesting contribution, it occurred to me that if there is any place in the Empire where certain reforms are most urgently required it is in this small Crown Colony of Hongkong.

Amongst such reforms I would advocate the following:

- (1) Amendment of the land laws and the introduction of registration of absolute titles.
- (2) Abolition of imprisonment for debt.
- (3) Public flogging for all persons convicted of crimes by violence; this to include convicted snatches.
- (4) That persons convicted by magistrates should have the right of an easy appeal to the Supreme Court, and that the cost of such appeal should be assimilated to that in vogue in the Straits Settlements, where the cost is five dollars for a copy of the magisterial notes.
- (5) The introduction of the Indian Penal Code.
- (6) The passing of an Ordinance dealing with Divorce, with equal rights, and that a continuous residence (say) for a period of five years should be sufficient to constitute a domicile.
- (7) The appointment of an extra Puisne Judge.
- (8) The abolition of the Sanitary Board, and the establishment of a Municipal Commission with commissioners to be elected by the public.
- (9) The increase of the Legislative Council officially and unofficially, and that the two orthodox bishops and their successors be members of Council.
- (10) The appointment of a British Resident for the New Territories with seat on the Council.
- (11) The distinction between the Bar and the Solicitors' professions should be discontinued and the two branches merged. In the alternative, the increase of the jurisdiction of the Summary Court to five thousand dollars.
- (12) Increase the Revenue by, say—(a) Imposition of a Poll-tax, (b) An Inhabited-House duty, (c) *Ad valorem* stamp duties on the claims brought in the Supreme Court.

Some reforms on these lines would, no doubt, be beneficial.—Yours, etc.,
E.M.T.

Hongkong, 12th May, 1916.

LONDON STAR COMPANY.

H.E. the Governor attended last night's performance at the Theatre Royal of the Humphrey Bishop London Star Company. The talented artists' efforts evoked much enthusiasm, and recalls were frequent. The Company has not yet, however, been accorded the measure of patronage it undoubtedly deserves, and it is to be hoped that at tonight's performance there will be an attendance more worthy of the high standard of the Company's talent.

HONGKONG VOLLEY BALL LEAGUE.

At the last meeting of the League Committee, it was decided to form an Open League. Any group of Volley Ball players may form a team and enter the

League or they may represent a club, or other institution or school. Business men, school boys, schoolmasters, old boys, etc., may play. There are to be no restrictions except that each team must pay an entrance fee of \$5 and that a player must play for one team only. Teams will be limited to 12 men each.

Three Volley Ball Courts will be available for League matches at Queen's College, St. Paul's College, and the Chinese Y.M.C.A.

Entries should be sent in to the Secretary, Chinese Y.M.C.A., not later than the 17th May. Play will begin on 1st June.

BULGARIAN TENSION WITH RUMANIA.

THE DOBRUDJA AS BAIT.

GERMANS ON THE FRONTIER.

For some time past (says *The Times*) correspondent in the Balkan Peninsula) a distinct tension in the relations between Rumania and Bulgaria has been noticeable. Means have been found, according to an informant of unquestionable authority, to encourage Tsar Ferdinand to believe that the reconquest of the portion of the Dobrudja taken from Bulgaria in 1913, if not the whole of that region, will soon be practicable, and the Bulgarian ruler, who has never forgiven the Rumanian invasion of that year, has been induced to accept this programme.

The time is approaching when the Bulgarian soldiers, who are, for the most part, small landowners, will insist on returning home for the harvest—already 25 per cent. of them have received furlough for the spring sowing—and as few Bulgarians are disposed to help Austria to possess herself of Salonika, the new plan of the redemption of the lost Bulgarian territory must be adopted in order to induce these peasant proprietors to remain with the colours. At the Nish interview Ferdinand sounded the Kaiser in regard to the proposal, but failed to obtain the latter's concurrence. The Kaiser at that time was considerably irritated by the Rumanian sale of wheat to Great Britain, but nevertheless he refused to sanction the project of compelling Rumania to depart from her attitude of neutrality.

Bulgaria's Rumanian frontier, as I learn from another informant, has lately been guarded largely by German troops in order to prevent a conflict. At Shumla alone 40,000 German troops are assembled under General Kravner. The preservation of the peace, however, is rendered more difficult owing to the Chauvinism of the higher Bulgarian officers of the *loyal entourage*, who spread rumours among the rank and file and even in the hospitals that Rumania is preparing a campaign for the purpose of appropriating Rusechuk and Varna.

The greater part of the Rumanian Press comments strongly upon the dispatch of large Bulgarian forces, stated to be six divisions strong, for the purpose, it alleges, of attacking the Dobrudja, and also dwells upon what it considers the clearly hostile sentiments expressed against Rumania by the Bulgarian Press with a view to revenge for the Treaty of Bukarest.

Public opinion is also much excited over the machinations of M. Radef, the Bulgarian Minister in Bukarest, who is accused of having stirred up agitation in the new Rumanian Dobrudja. The recall of the Minister is insistently demanded by the Rumanian papers.

The Rumanian Press points out the duplicity of Bulgaria in concluding an alliance with Turkey on April 16th, 1915, while continuing *pourparlers* with the *Entente* Powers, and then trying to treat with Rumania, while making sure that Turkey would attack Rumania in the event of Rumania concluding an agreement with the Quadruple *Entente*.

The Rumanian Government has drawn the attention of the *Entente* Cabinets to the real sentiments of Bulgaria. In view of the undisputed military preparations of Bulgaria on the Rumanian frontier, M. Bratianu's Government is taking the necessary military measures. There is reason to believe that no matter what may occur in the course of the war between the Great Powers, Rumania, unless she be attacked, will endeavour to maintain a policy of neutrality throughout the spring and summer.

The prospect of a growing scarcity of foodstuffs in Bulgaria during the coming months and the consequent popular discontent which may spread to the Army have evidently caused much concern to the Government, and may be judged from the stringent measures now adopted for the purpose of keeping the population aloof from all contact with foreigners. Among these are the new regulations in regard to foreigners travelling in the country, and the new restrictions imposed upon the sojourn of aliens in Bulgaria. A rigorous Press censorship further shields the population from contagion with outside influences. The sentences of imprisonment for life recently passed upon some members of the Rumanian Party under M. Danell are calculated to inspire a wholesome fear among recalcitrant politicians.

MADE IN GERMANY.

ENEMY GOODS ON SALE IN
ENGLAND.

LOOKSNESS OF THE BLOCKADE.

A special correspondent of the *Evening Standard* writes:—

It is more than a little ironical to find that, at the very moment when the Government is proclaiming a new trade war against the enemy, our markets should have been subjected to a further invasion by cheap and nasty German goods, the purchase of which goes directly to enrich our foes.

For months past rumour has been busy with the matter. In shipping circles it has been confidently asserted that the German dumper had again stolen a march upon our traders. The very looseness with which the blockade has been administered rendered this possible. Obviously, the many ships that we allowed to carry goods to Germany, via neutrals, were not turned empty away. More than probably they carried enemy goods on their return voyage.

Recently I directed attention in these columns to the ironical fact that the woolen materials for the ladies' summer coats, to be worn doubtless by the sweethearts and wives of our soldiers this season in the tennis courts, had a certain "honeycombed back," which stamped them to those in the know as made in Germany. These goods came to us, and were allowed by the Government to come to us, through the medium of the United States. That is in itself sufficiently depressing, but it is not by any means the worst feature of the situation; for there remains the sterling fact that so recently as January last our blockaded enemy was actually sending goods for our consumption and drawing from us revenue in exchange.

There is the clearest possible evidence of this. If we turn to the Board of Trade returns for January, 1916, it will be found that we imported from the land of the Hun 180 cwt. of paper not on reels, 210 cwt. paper for packing, 5273 worth instruments and apparatus, 325 tons of garden, beams, joists, and pillars; and 1,438 gallons of wine in casks and bottles; this from a country now engaging us in the most deadly struggle of our whole history. These, it may be said, are but trifling quantities, but it is very significant indeed that, while German exports direct to Great Britain have shrunk to small proportions, those of her neighbouring neutrals have increased to an amazing extent.

RIBBONS AND MOTTO-ORGANS.

In 1913 Germany sent us 2,460,000 worth of ribbon made from silk and cotton, and in 1915 only 2113 worth; but Switzerland, which in 1913 sent us 2,415,575 worth of this ribbon, sent us in 1915 2712,187 worth. In other words, while importations from Germany fell by 2,458,800, those from Switzerland rose by nearly 2,300,000. Now it is almost incredible that Switzerland could thus almost double her output of ribbon in the course of twelve short months, and the inference that the increase came in reality from Germany is almost irresistible. In that case we are still buying ribbons from Germany to the tune of hundreds of thousands of pounds, and unless we take drastic steps to the contrary we shall be doing so in increasing quantities during the coming year.

As with ribbons, so with other goods. In 1915 we purchased huge quantities from Germany of fancy goods, of flash lamps, brushes, iron organs, of kindred cheap goods. They are still reaching us; reaching us through the neutral countries in quantities that are still considerable. It is next to impossible that these same neutrals could have suddenly transplanted these industries to within their own borders, and it is quite impossible to resist the reflection that the goods are still being made in Germany and shipped hither from neutral ports. Just, in fact, as these same astute neutrals, whose rights our Foreign Office are so anxious to protect, act as "cover" for Germany on receiving goods, so they help her by transmitting these products of her industry back again to the world's markets. Germany's power of resistance is thus doubly prolonged, and the failure of the blockade helps not merely to equip Germany with the raw materials of war, but enables her to provide against that deadly financial paralysis which must spell disaster to a nation at war. Again let me say, there is abundant evidence of this. Evidence that, as it comes from official sources, must be held to convict the Government.

CHOCOLATES AND SHOES.

Recently Mr. Runciman laid it down definitely that imported chocolates were to be admitted into this country provided that their German ingredients—sugar in this case—did not exceed 25 per cent. of the value of the goods. It is not very comforting to reflect that of every shilling we spend on our children's chocolates threepence goes to help the Hun, and the idea that a blockade can exist under these circumstances, is too ludicrous to require discussion. But this enemy tribute of 25 per cent. does not apply only to sweets. In some other commodities it is even suggested that the proportion is far higher. The *Shoe and Leather Record*, an authoritative trade journal, suggests that as regards boots and shoes the allowance is far more liberal. "We have not heard," says the paper, "that the Board of Trade have provided for the examination of imported shoes for that purpose or that any arrangement exists under which the proportion of leather of enemy origin is required to be declared by the exporters of such goods."

In January the British imports of shoes from U.S.A. and Switzerland were valued at nearly £100,000. "It is startling to learn," says our contemporary, "that of this amount \$25,000 may have found its way into the pockets of leather producers in Germany, and that our deadly enemy may benefit to that extent with the sanction of our own Government." It is nearly a year since Mr. Asquith solemnly announced that steps would be taken to prevent goods either arriving at or leaving Germany.

(Continued on next Column.)

wait patiently until it is deemed safe to take the risk of blowing out the tanks and going to the surface again.

In fact, connected with the submarine service there is no such thing as pleasure cruising. At the best it is comfortless, wearying, wearing work, full of peril, and devoid of joy, except such as comes at the thrilling moment when a successful attack has been made on the enemy—and that compensates for all difficulties and dangers undergone. During the war our submarines have braved many risks, and one wonderful work, the story of which may not yet be told nor barely hinted at. More's the pity.—J. J. in the *Daily Mail*.

FORTHCOMING EVENTS

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

"It yields a delicious beverage *Ten Times More Nutritious* than ordinary Cocoa."—*Vide Lancet.*

"I tried all possible means to combat my complaints, but nothing helped or gave me any relief. Two years ago I was recommended to use Mother Seigel's Syrup, and that seemed to be the remedy I had been in search of. A few doses gave me relief, and I soon recovered my health and strength. I attribute my recovery entirely to Mother Seigel's Syrup, and as I have not suffered since from any of the above symptoms it proves the cure a permanent one."

THE NEW FRENCH REMEDY
THERAPION No. 1
CURES DISCHARGES, ITCHING, ERECTIONS WITHOUT PAIN
THERAPION No. 2
CURES PLEURAL PAIN, HAD LEGS, NEURITIS
THERAPION No. 3
CHRONIC WEAKNESSES, BRAINS, LOST VOICE,
GOUT, RHEUMATISM, STIFF NECK, STIFF HANDS AND
FINGER STIFF ADDRESS ENVELOPE FOR
FREE BOOK TO DR. L. C. LEM, M.D., CO.
LAFAYETTE BLDG., ELIZABETH, N.J.
TRY NEW DRUGS IN SIMPLEST FORM OF
THERAPION
EASY TO TAKE
SAFE AND

SHIPPING

ARRIVALS.

BENEDI, British str., 2,500, A. K. Tough, 12th May—Singapore 5th May, General—Gibb, Livingston & Co.
 CERNHVA, British str., 1,300, J. V. Sidford, 12th May—Manila 9th May—General—Butterfield & Swire.
 DIVA, Norwegian str., 833, Jorgensen, 11th May—Bangkok 6th May, Rice—Order.
 KAMOR, Norwegian str., 940, S. Folk Maus, 12th May—Saigon 7th May, Rice—Order.
 KIASOING, Chinese str., 1,282, H. Udden, 12th May—Bangkok 2nd May, Rice—Order.
 TANCRED, Norwegian str., 2,332, Irish, 11th May—Port Arthur 16th February, Case Oil—Bank Line.
 TAIHO MARU, Japanese str., 1,858, Y. Wakamichi, 11th May—Dairen 4th May, Coal—Mitsui Bussan Kaisha.
 TAIYO MARU, Japanese str., 2,533, S. Hirano, 11th May—Mol 5th May, Coal—Mitsui Bussan Kaisha.
 TANGO MARU, Japanese str., 4,260, S. Takano, 12th May—Manila 10th May, General—Nippon Yusen Kaisha.
 ULV, Norwegian str., Arnet, 12th May—Bangkok 1st May, Rice—Order.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
 May 12th.
 CHUSAN, British str., for Swatow.
 KUMSANG, British str., for Yokohama.

DEPARTURES.

May 12th.
 FAISANG, British str., for Saigon.
 HAITAS, British str., for Swatow.
 HONGKONG, British str., for Hongkong.
 HONGKONG, French str., for Haiphong.
 HONGKONG, British str., for Swatow.
 QUANTA, British str., for Swatow.
 SENGKANG, British str., for Hoihow.

PASSENGERS.

ARRIVED.
 Per Tanga Maru, from Melbourne, etc., for Hongkong, Mr. C. E. Harrop, Mr. and Mrs. H. E. Sandys, Master E. G. Sandys, Mr. and Mrs. E. P. Norris, Mr. and Mrs. G. M. Hunter, Mr. J. Eschman, Mr. Perone.
 DEPARTED.
 Per Tanga Maru, for Japan, etc., Mr. and Mrs. Thomas, Mr. Kawanishi, Mr. Kusuda, Mrs. Mackay, 2 children and nurse, Mr. Menzies, Mrs. West, Master West, Miss McLauchlan, Mr. and Mrs. Helvie, Mr. K. Sato, Mr. Kitamura, Mr. Drake, Mr. Cooper, Mr. Burnett, Mr. R. S. Cole, Mr. and Mrs. Gillespie, Mr. K. Yamakuni, Mr. Takatsugu, Mr. Hipke, Messrs. Cooke, Stewart, H. Wood, Plant, C. E. Capite, H. T. Hall, H. Kahn, S. Hamamoto, C. Soma, C. Yamakuchi, S. Takada, Miss Drake, Mrs. Ando, and Mrs. S. Nishiyama.

VESSELS EXPECTED.

CANADIAN MAIL.
 The str. *Montague*, left Yokohama on Tuesday, the 9th instant, p.m.
 The str. *Empress of Asia* arrived at Vancouver on Saturday, the 6th instant, p.m., leaves Vancouver on Thursday, the 13th instant, and is due to arrive here on Wednesday, the 7th June.
 ROYAL MAIL S.S. CO.
Cornwallshire, from England, is due in Hongkong end of May.

MERCHANT STEAMERS.
 The str. *Kanjo Maru* is expected here from New York on 16th inst.
 The str. *Shirada* left Calcutta on the 7th instant, and may be expected here on or about the 23rd instant.

LATEST STEAMER MOVEMENT.

The Norwegian Africa and Australia Line's str. *Artemis* is due to arrive here from Scandinavia via Singapore on the 10th inst.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDI"

FROM MIDDLEBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th May, 1916. 1685

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LAISANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th May will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 11th May, 1916. 1683

VESSELS ADVERTISED AS LOADING

To ascertain the nohorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	DELAGOA BAY, DURBAN, EAST LONDON, & VICTORIA B.C. & SHANTZ VIA KENYON, & C.	Brit. str.	1 m.	G. Manley	JARDINE, MATHESON & Co., Ltd.	To-day.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	1 m.	G. Manley	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KAGA MARU	Jan. str.	1 m.	Tosawa	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	1 m.	H. B. Hetherington R.N.R.	P. & O. S. N. Co.	On 2nd June at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	CITY OF LINCOLN	Brit. str.	1 m.	J. McGregor	THE BANK LINE, LIMITED	On 4th June.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	GENOVA & LONDON	Brit. str.	1 m.	J. McGregor	SWANSON, TOMES & Co.	On 22nd inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	PORTHOS	Brit. str.	1 m.	R. White	THE BANK LINE, LIMITED	About 5th June.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	JERRIC	Brit. str.	1 m.	T. Kusano	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KANAKURA MARU	Jan. str.	1 m.	T. Suruga	OSAKA SHOSHN KAISHA	On 26th inst., at 2 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	OSAKA MARU	Jan. str.	1 m.	T. Suruga	OSAKA SHOSHN KAISHA	On 18th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	SHIYO MARU	Jan. str.	1 m.	T. Suruga	OSAKA SHOSHN KAISHA	On 11th June.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	TIJUBORDARI	Dut. str.	1 m.	A. G. Stevens	JAVA-CHINA-JAPAN LINE	On 16th inst., at 10.30 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NIPPON MARU	Jan. str.	1 m.	A. G. Stevens	JAVA-CHINA-JAPAN LINE	About 20th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	CAIQUE	Am. str.	1 m.	A. G. Stevens	CHINA MAIL S.S. CO., LTD.	About 30th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	FLORIDIAN	Am. str.	1 m.	A. G. Stevens	DODWELL & Co., Ltd.	On 31st inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	SHIMO MARU	Jan. str.	1 m.	A. G. Stevens	CHINA MAIL S.S. CO., LTD.	On 23rd June.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	CHINA	Am. str.	1 m.	A. G. Stevens	CANADIAN PACIFIC O. S. L.	On 17th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	EMPEROR OF RUSSIA	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC O. S. L.	On 31st inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	EMPEROR OF JAPAN	Brit. str.	1 m.	W. Dixon Hoggart	CANADIAN PACIFIC O. S. L.	On 14th June.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	EMPEROR OF ASIA	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC O. S. L.	On 28th June.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MONTEAGLE	Brit. str.	1 m.	A. J. Halley	CANADIAN PACIFIC O. S. L.	On 16th inst., at 11 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	AKI MARU	Jan. str.	1 m.	Yoshitaka	NIPPON YUSEN KAISHA	On 20th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	TAIKUO	Brit. str.	1 m.	D. W. G. James	BUTTERFIELD & SWIRE	On 22nd June, at 11 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	ST. ALBAN	Brit. str.	1 m.	T. P. Pinner	GIBB LIVINGSTON & Co.	On 22nd inst., at 10 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KASHIMA MARU	Jan. str.	1 m.	Tab	NIPPON YUSEN KAISHA	On 20th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KUMSANG	Brit. str.	1 m.	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	YETON MARU	Jan. str.	1 m.	K. Ogura	NIPPON YUSEN KAISHA	On 16th inst., at D'light.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	ONCHON MARU	Jan. str.	1 m.	K. Higo	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	FOOKSANG	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	THIRASONG	Dut. str.	1 m.	B. Koo	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	ANDRE LEROU	Brit. str.	1 m.	S. Robinson	NIPPON YUSEN KAISHA	About 30th June.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KARORI MARU	Jan. str.	1 m.	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NYANZA	Brit. str.	1 m.	Murakami	OSAKA SHOSHN KAISHA	On 24th inst., at 9 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NAOGA	Brit. str.	1 m.	A. Kobayashi	OSAKA SHOSHN KAISHA	On 17th inst., at 2 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KAZIO MARU	Jan. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIR & Co., Ltd.	On 10th inst., at 2 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	SOSHU MARU	Jan. str.	1 m.	W. C. Farnmore	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	HAIBONG	Brit. str.	1 m.	W. C. Farnmore	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	HAIBONG	Brit. str.	1 m.	W. C. Farnmore	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 3 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	YUNSHANG	Brit. str.	1 m.	W. C. Farnmore	NIPPON YUSEN KAISHA	On 22nd inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	CHITROKA	Brit. str.	1 m.	Sidford	OSAKA SHOSHN KAISHA	On 3rd June, at 7 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	LOONGSANG	Brit. str.	1 m.	Kalish	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	BANGKOK MARU	Jan. str.	1 m.	Hori	OSAKA SHOSHN KAISHA	On 16th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	LOONGSANG	Brit. str.	1 m.	T. Miyata	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	LOONGSANG	Brit. str.	1 m.	W. Bickard	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	QUANTA	Brit. str.	1 m.	E. Knight	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 A.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	TARANG	Brit. str.	1 m.	E. Knight	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 A.M.

INDO-CHINA S. N. V. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
YOKOHAMA, KOBE & MOJI	"KUMSANG"	Saturday, 18th May, Noon.
SINGAPORE & PENANG	"KWONGSANG"	Saturday, 18th May, 3 P.M.
YOKOHAMA, KOBE & MOJI	"YUENSHANG"	Saturday, 13th May, 8 P.M.
YOKOHAMA, KOBE & MOJI	"TAKSANG"	Sunday, 14th May, 8 A.M.
YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 16th May, D'light.
YOKOHAMA, KOBE & MOJI	"LOONGSANG"	Saturday, 20th May, 3 P.M.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NANSHAN," "LAIKANG," and "FOOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 10 days. This service is supplemented by the "YATSHING," "KUMSANG" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 10 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chao, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kodat, Lahad Datta, Singapore, Tawau, Uman, Jemolton and Labuan.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd., Telephone No. 215.

Hongkong, 13th May, 1916. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.


Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215. AGENTS.

Hongkong, 16th April, 1915. 124



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

FOR STEAMERS DATE OF DEPARTURE

LONDON ... "MERIONETHSHIRE" ... On 13th May.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215 Sub. Ex. 10. Hongkong, 16th April, 1915. 23

CANADIAN PACIFIC OCEAN SERVICES LIMITED

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland S.S.), KOBE AND YOKOHAMA. In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA" "EMPEROR OF ASIA" 18,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPEROR OF JAPAN" REDUCED FIRST CLASS FARES.

"MONTEAGLE" INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPEROR OF RUSSIA" 17 MAY "EMPEROR OF RUSSIA" 13 JULY

"EMPEROR OF JAPAN" 31 MAY "EMPEROR OF JAPAN" 25 JULY

"EMPEROR OF ASIA" 14 JUNE "EMPEROR OF ASIA" 8 AUG.

"MONTEAGLE" 28 JUNE "MONTEAGLE" 22 AUG.

For further information, Sailings, Guide Books, etc., please apply to J. H. WALLACE, General Agent, Hongkong.

P. & O. S. N. Co.'s Office, General Agent, Passenger Dept., Hongkong.

710

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL REMARKS

LONDON & BOMBAY VIA SINGAPORE, PENANG, NANKIN, COLOMBO, PORT SAID, Capt. G. Manley 19th May. Connecting at Colombo with Mail S.S. "Kermela".

SHANGHAI, MOJI, KOBE, NYANZA, AND YOKOHAMA, Capt. S. Barham 30th May. Direct Service.

LONDON & BOMBAY VIA SINGAPORE, PENANG, NOVARA, COLOMBO, PORT SAID, Capt. H. B. Hetherington, R.N.R. 2nd June. Connecting at Colombo with Mail S.S. "Kermela".

SHANGHAI, NAGAOYA, Capt. A. B. Garwood, R.N.R. 3rd June. Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 11th May, 1916. 1

VESSELS ON THE BERTH

CANADIAN PACIFIC OCEAN SERVICES LTD.

(PACIFIC SERVICE).

THE Steamship

"EMPEROR OF RUSSIA"

will be despatched from Hongkong at Noon on

WEDNESDAY,

17TH MAY.

for VANCOUVER via Usual Ports of Call.

Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

J. H. WALLACE, General Agent.

Hongkong, 5th May, 1916. 1682

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN"

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY,

the 19th May, 1916, taking Passengers and Cargo for the above Ports, in connection with the C.P. & O. S. N. Co.'s "KERMELA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "GALATHEA", due in London at the 3rd July, 1916.

Passes will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 8th May, 1916. 1

S.S. "CACIQUE"

(American Registry).

MESSRS. W. R. GRACE & Co.'s fine new

American Steamer "CACIQUE"

will be despatched for SAN FRANCISCO

from Hongkong on or about May 20th, 1916.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG PROPOSED SAILING Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and effecting the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIC" About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 4th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE RANK LINE, LTD.,

OR TO BRIS & Co., CANTON.

Hongkong, 11th April, 1916.

GENERAL AGENTS

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C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

BANGKOK ... "QUANTA" ... On 13th May, Noon.
MANILA, CEBU and ILOILO ... "CHINHUA" ... On 16th May, 4 P.M.

DIRECT SAILINGS TOWEST RIVER Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo en through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 13th May, 1916.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING
"HAICHONG" ... Capt. J. W. Evans ... WED. DAY, 17th May, at 2 P.M.
"HAICHING" ... Capt. W. C. Passmore ... FRIDAY, 19th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 13th May, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIPALA," 5,900 tons, Captain J. H. (Galley, will be despatched for SHANGHAI, MOJI and KOBE on 25th May.

WESTWARD

The above Steamers have excellent Saloon accommodation, for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

AGENTS

Hongkong, 13th May, 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to COLOMBO	Leave Hongkong Noon Friday	Connecting Mail Str. from COLOMBO	Due at MARSEILLES 1916	Due at LONDON 1916
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 18	MOREA	July 3	July 10
NAGOYA	June 16	KEYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NYANZA ... TUESDAY, 30th May.
NAGOYA ... SATURDAY, 3rd June.
NELLORE ... SATURDAY, 17th June.
NANKIN ... SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO

AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H'KONG about	Leave S'PORE about	Due at MARSEILLES, if calling about	Due at LONDON about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 24

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passage Tickets interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

E. V. D. PARR,

Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and SUEZ	KAGAMARU Capt. Tozawa	15,800	THURSDAY, 25th May, at Noon
	KAMOMARU Capt. Shimizu	16,000	TUESDAY, 7th June, at Noon
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHANGHAI and YOKOHAMA	KAMAKURA MARU Capt. T. Kuroki	12,400	TUESDAY, 16th May, at 4 P.M.
	YOKOHAMA MARU Capt. Shimizu	12,800	WED. DAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE and BRISBANE	AKI MARU Capt. I. Ishikawa	12,800	TUESDAY, 16th May, at 11 A.M.
	TANGO MARU Capt. Miyatake	12,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TENSHIN MARU Capt. Yamashita	8,000	SATURDAY, 27th May
BOMBAY via SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. Hori	8,000	MONDAY, 22nd May
KOBE & YOKOHAMA	CEYLON MARU Capt. Higo	10,000	SATURDAY, 12th May
MOJI and KOBE	YETOROKU MARU Capt. K. Ogura	8,800	SATURDAY, 20th May
NAGASAKI, KOBE and YOKOHAMA	KASHIMA MARU Capt. Tanaka	21,000	SATURDAY, 27th May, at 10 A.M.
SHANGHAI and KOBE	KATORI MARU Capt. B. Kon	21,000	THURSDAY, 18th May, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650	To London 2nd Single Yen 430
Return 975	Return 660
To London via New York	Montreal 265.80
To Victoria, Vancouver, Seattle	1st Single 230
To Sydney, 1st Single 240	To Melbourne, 1st Single 241
1st Return 472	1st Return 473.16
To Yokohama, 1st Return 1250	To Kobe, 1st Return 1225
2nd 800	2nd 800

ROUND-THE-WORLD, TOUR No. 1 £112.8. TOUR No. 2 £111.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER

Telephone Nos 292 and 1941.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Tons and Speed	Leave Hongkong
SEIYO MARU	14,000 — 14 knots	TUES, 16th May Noon.
NIPPON MARU	11,000 — 15 knots	TUES, 16th May 10.30 A.M.
SHIYO MARU	22,000 — 21 knots	WED, 31st May Noon.
DAIREN MARU	9,000 — 12 knots	SATUR, 3rd June Noon.
JINYO MARU	8,000 — 12 knots	MON, 26th June Noon.
PERSIA MARU	9,000 — 14 knots	TUES, 4th July 10.30 A.M.
KWANTO MARU	8,000 — 12 knots	SATUR, 8th July Noon.
KIYO MARU	17,800 — 14 knots	TUES, 11th July Noon.
TENYO MARU	22,000 — 21 knots	TUES, 18th July Noon.

† Via MANILA, Omittting Shanghai

† Proceeding to South American Ports. * Cargo only.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £98.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES

SALINA CRUZ, BALBOA, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

SEIYO MARU ... 14,000 — 14 knots ... TUESDAY, 16th May.

For Full Particulars as to Passage and Freight, apply to—

E. DOI, ACTING AGENT,

King's Building. (213)

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ... TO SAIL.

TOKOHAMA ... ANDRE LEBON ... On or about 17th May.

HOMeward

MARSEILLES via SAIGON and PORTS ... PORTHOS ... On or about 22nd May.

(Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, or Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM

HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

"CANADA MARU" ... T. Suruga ... FRIDAY, 26th May, at 3 P.M.

"TACOMA MARU" ... T. Hamada ... MONDAY, 13th June, at 3 P.M.

† Omittting Shanghai and Nagasaki. * Omittting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETENHAM,

PENANG and COLOMBO.

"LUZON MARU" ... SATURDAY, 3rd June, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO,

VIA SWATOW AND AMOY.

"KAIJO MARU" ... SUNDAY, 14th May, at Noon.

"AMAKUSA MARU" ... SUNDAY, 21st May, at Noon.

"SOSHU MARU" ... WED. DAY, 24th May, at 9 A.M.

† Proceeding to Anping and Takao.

* Proceeding to Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,

MANAGER,

No. 1, Queen's Building.

Tel. Nos 744 and 745.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA

ST. ALBANS ... 10th June ... On 2nd June, 11 A.M.

EMPIRE ... 10th June ... On 1st July, 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and are supplied throughout with Electricity.

All Ships-Borders have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS

POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

OUTWARD MAILS.

FOR	PER	DATE
Hainan and Hainanese ...	Hongkong ...	Saturday, 13th, 9.00 A.M.
Swatow and Hongkong ...	Hainan ...	Saturday, 13th, 9.00 A.M.
Bangkok ...	Quarta ...	Saturday, 13th, 10.00 A.M.
Japan via Yokohama ...	Kuamang ...	Saturday, 13th, 11.00 A.M.
Straits, Burmah and India via Calcutta ...	Japan Maru ...	Saturday, 13th, 2.00 P.M.
Philippine Islands ...	Kuamang ...	Saturday, 13th, 2.00 P.M.
Japan via Nagasaki ...	Yamaguchi ...	Saturday, 13th, 5.01 P.M.
Hainan and Hainanese ...	Tanang ...	Saturday, 13th, 5.00 P.M.
Batavia, Semarang, Soerabaya, and ...	Borneo Maru ...	Sunday, 14th, 9.00 A.M.
Port Moresby (via Batavia) ...	Kaifu Maru ...	Sunday, 14th, 9.00 A.M.
Swatow, Amoy and Formosa via Taiwan
Philippine Islands, JAPAN via NAGA-
SAKI, HONOLULU, UNITED STATES,
CANADA, SOUTH AMERICA via SAN
FRANCOIS, and UNITED KINGDOM
via CANADA
Philippine Islands, Australia, New Zealand,
Tasmania and New Guinea via
Thursday Island
Japan via Moji, Hongkong, Hilo, San
Francisco, Los Angeles, Salina Cruz,
Manila, Oahu, Arica, Iquique,
and Valparaiso
Swatow, Semarang, Soerabaya, Makassar
and Port Moresby (via Batavia)
Formosa via Keelung, Shanghai, North
China, Japan via Moji, Victoria, B.C.
U.S.A. South America, via Seattle
and United Kingdom via Canada
Philippine Islands
SHANGHAI, NORTH CHINA, JAPAN via
NAGASAKI, VICTORIA, B.C. (CANADA
UNITED STATES, SOUTH AMERICA and
UNITED KINGDOM via VANCOUVER
(EUROPE via SIBERIA)
(Shanghai Brit. P.O. Saturday, 24th May
Swatow, Amoy and Fookchow
Batavia, Samarang, Soerabaya and Port
Moresby (via Batavia)
Amoy, Shanghai and North China
Japan via Moji
SAKAI, BURMAH, CEYLON, ADELPHI,
WESTERN AUSTRALIA, INDIA, ADEN,
Egypt and Europe
The Parcel Mail will be closed on
Thursday, 18th May, at 5 P.M.
Swatow, Amoy and Fookchow
Japan via Kobe
Philippine Islands, Australia, New Zealand,
Tasmania, via Port Darwin, New
Guinea via Thursday Island
SAIGON, STRAITS, BURMAH, CEYLON,
ADELPHI, WESTERN AUSTRALIA,
INDIA, ADEN, EGYPT and EUROPE
Batavia, Samarang, Soerabaya and Port
Moresby (via Batavia)
Timor, Australia, Tasmania, New Zealand
via Port Darwin and New Guinea
via Thursday Island

* Superadded correspondence only.
† Superadded correspondence for places other than Japan and Honolulu.
‡ Superadded correspondence for places other than Formosa via Keelung.
§ Superadded correspondence for places other than Philippine Islands and Honolulu.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O ...	6.30 A.M.	—
Tai Po ...	10.00 A.M. 4.00 P.M. 2.00 P.M.	9.00 A.M.
Obung Chow ...	4.00 P.M.	—
Shatsukok, Shatin and Sheungshui ...	4.30 P.M.	—
Abordeen, Antau, King Shan, Sai Kung ...	4.30 P.M.	—
Santin, Stanley ...	4.30 P.M.	—
Canton, Wuchow and Samshui ...	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao ...	7.15 A.M. 1.30 P.M. 5.00 P.M.	5.15 A.M.
Kengoon ...	5.00 P.M.	5.00 P.M.
Nantau and Sammel ...	5.00 P.M.	5.00 P.M.
Shanchun ...	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao ...	7.30 A.M. 1.30 P.M.	8.30 A.M.
London ...	7.30 P.M.	2.30 P.M.
Tai Ping Tung ...	7.00 A.M.	7.00 A.M.
Shek Ki ...	8.30 P.M.	8.30 P.M.
Kongoon ...	8.15 P.M.	8.15 P.M.
Kunohuk ...	8.00 P.M.	8.00 P.M.
Kankong ...	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

WM. C. JACK & CO. LTD.

Sole Agents Hongkong for the CROWN

BATTERY, made expressly for AUTOMOBILES.

MOTOR BOATS, CYCLES, TELEPHONES.

MEDICAL APPARATUS and BELLS.

This DRY CELL is made expressly for the climate and has received the Highest Awards for Economy, Long Life and Efficiency.

Fresh stocks always on hand.

COMMERCIAL.

CLOSING QUOTATIONS.

May 12th.	
London:—	
Telegraphic Transfer	2/3
Bank Bills, on demand	2/3 1/2
Bank Bills, at 30 days' sight	2/3 1/2
Bank Bills, at 4 months' sight	2/3 1/2
Credit, at 4 months' sight	2/3 1/2
Documentary Bills (1 month) at	2/3 1/2
Paris:—	
Bank Bills, on demand	81 1/2
Credit, at 4 months' sight	330
New York:—	
Bank Bills, on demand	63 1/2
Credit, at 60 days' sight	63 1/2
Bombay:—	
Telegraphic Transfer	—
Bank Bills, on demand	168
Calcutta:—	
Telegraphic Transfer	—
Bank Bills, on demand	163
Shanghai:—	
Bank Bills, at sight	70 1/2
Private, 30 days' sight	—
Yokohama:—	
On Demand	106 1/2
Manila:—On demand—Peco	106 1/2
Singapore:—	
On Demand	95 1/2
Batavia:—	
On Demand	129 1/2
Hainan:—	
On Demand	3 1/2 pm.
Saigon:—	
On Demand	3 1/2 pm.
Bangkok:—	
On Demand	68 1/2
SOVEREIGNS, Bank's Buying Rate	\$8.80 n.
GOLD LEAF, 100 fine, per tael	\$7.70
BAR SILVER, per oz.	36 1/2
SUBSIDIARY COINS.	
Hongkong:—	
cents piece,	\$ 3.70 discount.
Hongkong, 10	\$ 3.65
Canton, 20	\$ 12.30
Canton, 10	\$ 10.10

SHARE LIST—QUOTATIONS.

HONGKONG, 12TH MAY, 1916.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA- TIONS CASH	RETURN ON BASIS OF LAST DIV'D.
BANKS:—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$730, buyers	6 p.c.
China Borneo Company, Limited	50,000	\$12	all	\$10, sellers	—
China Light and Power Company, Ltd.	50,000	\$5	all	\$4.40 buyers	8 1/2 p.c.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$0	all	\$9.10	7 p.c.
COTTON MILLS:—					
Shanghai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 82, sales	—
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10	all	T. 12, sellers	5 1/2 p.c.
International Cotton Manufg. Co., Ltd.	10,000	Tls. 74	all	Tls.	—
Laou Kung Mow Cotton S. & W. Co., Ltd.	8,000	Tls. 100	all	Tls.	—
Sueychee Cotton S. & W. Co., Ltd.	20,000	Tls. 60	all	Tls.	—
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	T. 150, all & buy.	8 1/2 p.c.
Dairy Farm Company, Limited	40,000	\$75	86	\$34, buyers	4 1/2 p.c.
DOCKS AND WHARVES:—					
H'Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$70, buyers	3 1/2 p.c.
H'Kong and Whampoa Dock Co., Ltd.	60,000	\$50	all	\$110	—
SHAI, DOCK AND ENGINEERING CO., LTD.	55,700	Tls. 100	all	T. 77	—
New Engineering & S. B. Works Ltd.	160,000	Tls. 5	all	Tls. 10	—
Shai, and Hongkew Wharf Co., Ltd.	34,000	Tls. 100	all	Tls. 90	—
Green Island Cement Company, Limited	400,000	\$10	all	\$9, buyers	—
HONGKONG ELECTRIC COMPANY, LIMITED	80,000	\$10	all	\$47, buyers	4 1/2 p.c.
HONGKONG HOTEL COMPANY, LIMITED	20,000	\$30	all	\$112, sellers	4 1/2 p.c.
HONGKONG ICE COMPANY, LIMITED	8,500	\$25	all	\$171, sellers	6 p.c.
HONGKONG ROPE MANUFACTURING CO., LTD.	60,000	\$10	all	\$34, sellers	4 1/2 p.c.
HONGKONG TRAMWAY COMPANY, LIMITED	325,000	5/-	all	18.30, buyers	5 1/2 p.c.
INSURANCES:—					
Canton Insurance Office Co., Limited	10,000	\$280	\$50	\$400, sales	—
China Fire Insurance Co., Limited	20,000	\$30	\$2	\$156, sales	—
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$380, sellers	5 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 176, sellers	—
Union Insurance Society, Limited	12,400	\$250	\$100	\$900, sal. & sal.	—
Yangtze Insurance Association, Ltd.	12,000	\$30	\$80	\$250, sellers	6 1/2 p.c.
LANDS AND BUILDINGS:—					
H'Kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$107, buyers	6 1/2 p.c.
Hongkong Central Estate, Limited	10,000	\$100	all	\$98, sellers	7 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	150,000	\$100	all	\$200	—
Humphreys' Estate and Finance Co., Ltd.	6,000	\$10	\$30	\$7	—
Kowloon Land and Investment Co., Ltd.	78,000	Tls. 350	all	Tls. 100	—
Shanghai Land Building Co., Limited	12,500	\$50	all	\$63, sellers	—
West Point Building Co., Limited	12,500	\$50	all	\$63, sellers	—
Maatschappij tot Mijp- Bosch-en Landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 20, buyers	—
MISCELLANEOUS:—					
Ural Caspian Oil Corp., Limited	1,000,000	\$1	all	25/-	—
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	20/-, sal. & buy.	7 p.c.
Ra. b. Australian Gold Mining Co., Ltd.	300,000	\$1	all	\$2.90, sellers	—
Trough Mines, Limited	160,000	\$1	all	\$10, buyers	—
Peak Tramway Company, Limited	50,000	\$10	all	\$10, buyers	—
REFINERIES:—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$103	—
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$31, sellers	5 p.c.
STEAMSHIP COMPANIES:—					
Douglas Steamship Company, Limited	20,000	\$50	all	\$131, sellers	4 1/2 p.c.
H'Kong, Canton & Macao S. B. Co., Ltd.	20,000	\$15	all	\$23, sal. & sal.	—
Indo-China Steam Navigation Co., Ltd.	60,000	\$1	all	\$112, sal. & sal.	7 1/2 p.c.
Shell Transport and Trading Co., Ltd.	4,047,810	\$1	all	\$77/-, sellers	4 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$2	—
South China Morning Post, Limited	5,000	\$25	all	\$3	—
Steam Laundry Company, Limited	20,000	\$5	all	\$3	—
STORES AND DISPENSARIES:—					
Powell, Vye, Limited	91,000	\$7	all	\$63, sellers	9 p.c.
Watson & Co., A. B., Limited	90,000	\$10	all	\$15, sellers	6 p.c.
Union Waterboat Company, Limited	50,000	\$10	all	\$15, sellers	—

Loans.	Amount.	Value.	Interest.	Quotations
Chinese Imperial 1885.	Tls. 767,300.	Tls. 250	7% p. annum	Par.

A SHIPMENT JUST ARRIVED.



"FELUCCA" are, to the very last puff, a guarantee of an Egyptian Cigarette at its best.

"FELUCCA" have unusual quality that at once creates preference for this exquisite brand.

CAIRO

Maspero freres

EGYPT.

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BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds ... \$15,000,000
Sterling ... \$15,000,000
Silver ... \$15,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:
W. L. PATTERSON, Esq.—Chairman.
S. H. DONWELL, Esq.—Deputy Chairman.
G. T. M. BARKIN, Esq. Hon. Mr. D. LAUDALE.
O. S. GUBBY, Esq. J. A. PLUMMER, Esq.
Hon. Mr. P. H. HOLYOAK Hon. Mr. E. SHILLIM

CHIEF MANAGERS:
Hongkong—N. J. STARR, Esq.
Shanghai—A. G. STEPHEN, Esq.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 3 months, 2 1/2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "

N. J. STARR, Chief Manager.
Hongkong, 21st February, 1916.

THE BANK OF CHINA, GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 10TH APRIL, 1913.)

Authorized Capital ... \$50,000,000
Paid-up Capital ... \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: Nanking, Chinkiang, Yangchow, Wuchow, Hankow, Anshing, Tientsin, Tientsin, Soochow, HANKOW: Shanghai, Tientsin, Nanking, Tientsin, Peking, Tientsin, Lunghai, Tientsin, Hing-tai, HANKOW: Wenchow, Shachin, Onshin, Lunghai, Huchow, Ningpo, KAIKING: Changshu, Sinyang, Lohu, Chowkwa, Tientsin, Chowkwa, Tientsin, Linchi, Lintung, Tientsin, Yikhai, Haining, Chafoo, Tsingtao, TAIYUAN: Yancheng, FOOCHOW, CHANGCHOW: Kirin, Mukden, Newchwang, Dairen, Harbin, Tientsin, Tientsin, Chinkow, Antung, QANTON, KUNMING, PEKING: Kueihua, Suifu, etc., etc.

CANTON BRANCH.

Interest allowed on current account and Fixed Deposits, Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, 13th October, 1914.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,000,000
Reserve Fund ... \$1,000,000
Reserve Liability ... \$1,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and PAID UP DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. DICKSON, Manager.
Hongkong, 24th Jan. 1914.

THE HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. J. STARR, Chief Manager.
Hongkong, 2nd November 1914.

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, at THE HONGKONG DAILY PRESS, LTD., at 104, Des Voeux Road Central, Victoria, HONGKONG.
London Office: 21, Fleet Street E.C.

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 20,000,000
Capital Paid-up ... " 12,500,000
Reserve Funds ... " 4,680,000

President: TETSUO SAKURAI, Esq.
Vice-President: KOSUO NAKAGAWA, Esq.

DIRECTORS:
TAKESHI SADA, Esq.
KOSUO YAMAMOTO, Esq.
SHINGO MANABE, Esq.

HEAD OFFICE

TAIPEI, FORMOSA (TAIWAN).
BRANCHES AND AGENTS:

Amoy, Keelung, Shanghai, Tientsin, Canton, Keelung, Shanghai, Tientsin, Hongkong, London, Swatow, Tokyo.

Correspondents at:
Cheriton, Cheong, O'Brien, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, New York, Senmang, Seoul, Shimomaki, Soerabaya, Tientsin, Yokohama, Zamboanga, Haiphong, Hanoi, Saigon, Bangkok.

HONGKONG OFFICE:

3, DES VOEUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business. Interest allowed on Current Accounts and Fixed Deposits.

Y. KIEUCHI, Manager.
Hongkong, 12th May, 1916.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.